

§ 116.1200

(2) On a vessel on a protected route, a watertight coaming with a height of at least 75 millimeters (3 inches) must be provided under each weathertight door in a cockpit or a well.

(3) The height of the watertight coaming for a hinged watertight door, need only be sufficient to accommodate the door.

Subpart L—Ballast Systems

§ 116.1200 Ballast.

(a) Any solid fixed ballast used to comply with the requirements of Parts 170 and 171 in subchapter S of this chapter must be:

(1) Stowed in a manner that prevents shifting of the ballast; and

(2) Installed to the satisfaction of the cognizant OCMI.

(b) Solid fixed ballast may not be located forward of the collision bulkhead unless the installation and arrangement of the ballast and the collision bulkhead minimizes the risk of the ballast penetrating the bulkhead in a collision.

(c) Solid fixed ballast may not be removed from a vessel or relocated unless approved by the cognizant OCMI except that ballast may be temporarily moved for a vessel examination or repair if it is replaced to the satisfaction of the OCMI.

(d) Water ballast, either as an active system or permanent, must be approved by the Commanding Officer, Marine Safety Center.

PART 117—LIFESAVING EQUIPMENT AND ARRANGEMENTS

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AUTHORITY: 46 U.S.C. 2103, 3306; E.O. 12234, 45 FR 58801, 3 CFR, 1980 Comp., p. 277; Department of Homeland Security Delegation No. 0170.1.

SOURCE: CGD 85–080, 61 FR 911, Jan. 10, 1996, unless otherwise noted.

Subpart A—General Provisions

§ 117.10 Applicability to vessels on an international voyage.

A vessel on an international voyage subject to the International Convention for Safety of Life at Sea, 1974, as amended, (SOLAS) must meet the requirements in subchapter W of this chapter for passenger vessels in the same service, instead of the requirements of this part.

[CGD 85–080, 62 FR 51350, Sept. 30, 1997]

§ 117.15 Applicability to existing vessels.

An existing vessel must comply with the requirements of this part except as otherwise specified by this section.

(a) Before March 11, 2001, or 10 years after the vessel's keel was laid or the

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vessel was at a similar stage of construction, whichever is later, an existing vessel may comply with the requirements in effect for the vessel prior to March 11, 1996, for the number and type of survival craft, stowage arrangements, and launching appliances for survival craft.

(b) On or before March 11, 2001, or 10 years after the vessel's keel was laid or the vessel was at a similar stage of construction, whichever is later, an existing vessel must:

(1) Be equipped with the number of survival craft required for its route under §§ 117.202, 117.204, 117.205, 117.206, 117.207, or 117.208 of this part, as applicable; and

(2) Comply with the stowage and launching appliance requirements for survival craft in §§ 117.130 through 117.150 of this part, inclusive.

(c) Each inflatable liferaft, inflatable buoyant apparatus, life float, and buoyant apparatus on the vessel on March 11, 1996, may be used to meet the requirements of this part as long as the survival craft is in good and serviceable condition.

(d) New installations of lifesaving equipment on an existing vessel, which are completed to the satisfaction of the cognizant Officer in Charge, Marine Inspection, (OCMI) on or after March 11, 1996, must comply with the regulations in this part. Replacement of existing lifesaving equipment installed before March 11, 1996, must meet the requirements of paragraph (a) of this section.

(e) A combination flare and smoke distress signal approved in accordance with § 160.023 in subchapter Q of this chapter, may be used on an existing vessel until the expiration date of the distress signal but no later than March 11, 1999, as one of the distress signals required by § 117.68 of this part.

(f) Until February 1, 1999, a Coast Guard approved 121.5/243 MHz Class A Emergency Position Indicating Radiobeacon (EPIRB) may be used to meet the requirement for an EPIRB under § 117.64 of this part, if the EPIRB:

- (1) Is operable;
- (2) Is installed to automatically float-free and activate;
- (3) Was manufactured on or after October 1, 1988; and

(4) Was installed on the vessel on or before March 11, 1996.

(g) Until February 1, 1999, a Federal Communications Commission (FCC) Type Accepted VHF-FM Class C EPIRB may be used to meet the requirement for an EPIRB on a vessel operating on a Great Lakes route under § 117.64 of this part, if the EPIRB;

(1) Is operable; and

(2) Was installed on the vessel on or before March 11, 1996.

(h) Until March 11, 1997 an existing vessel on a limited coastwise route need not comply with § 117.64 of this part.

(i) An existing vessel need not comply with § 117.78(a)(4) of this part.

(j) An existing vessel must comply with either § 117.210 of this part or with the regulations for rescue boats that were in effect for the vessel prior to March 11, 1996.

[CGD 85-080, 61 FR 911, Jan. 10, 1996; 61 FR 24464, May 15, 1996]

§ 117.25 Additional requirements.

(a) Each item of lifesaving equipment carried on board a vessel but not required under this part, must be of an approved type meeting the specifications for lifesaving equipment in subchapter Q of this chapter, or other standard specified by the Commandant.

(b) The cognizant Officer in Charge, Marine Inspection (OCMI) may require a vessel to carry specialized or additional lifesaving equipment if:

(1) The OCMI determines the conditions of the voyage render the requirements of this part inadequate; or

(2) The vessel is operated in Arctic, Antarctic, or other severe conditions not covered under this part.

Subpart B—Emergency Communications

§ 117.64 Emergency Position Indicating Radiobeacons (EPIRB).

Each vessel that operates on the high seas, or that operates beyond three miles from the coastline of the Great Lakes, must have on board an FCC Type Accepted Category 1, 406 MHz